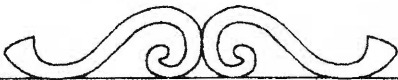



**AM (Convertible Saloon)**



# EVENTS DIARY



## SECTION VENUE

### NORTHERN (N)

New Inn, South View Road, East Bierley, near Bradford  
Contact Jim or Liz Rogers. Tel. 0274 545 600

### CENTRAL SOUTH (CS)

The White Hart Hotel, Whitchurch, Hants.  
Contact Mike Wheals

### EASTERN (E)

The Lamb, Lamb Corner, Dedham (off A12)  
Contact John Starke. Tel. 0206 231 241

### WEST MIDLANDS (WM)

Four Alls Inn, Welford-on-Avon, Stratford  
Contact Simon Saint. Tel. 0905 54961

### LONDON (L)

Rose of York, Petersham Road, Richmond, Surrey  
Contact Alec Bilney. Tel. 081 546 7071

### PEAK (P)

Bull I'Th'Thorn, A515 South of Buxton towards Ashbourne  
Contact Bev & John Oates. Tel. 0298 78473

NB: Central South and Peak are lunchtime meetings (12 noon), all others are evening meetings

## MAY

Section Meetings: 3rd-CS, 7th-N, 13th-WM, 26th-L  
**9th/10th – Run to Euro Disney**  
**23rd/25th – Classic and Sports Car Show – NEC Birmingham**

## JUNE

Section Meetings: 4th-N, 7th-CS, 10th-WM, 28th-P, 30th-L  
**5th/7th – TOC National Rally – Kentwell Hall, Suffolk**  
**14th – Automotion '92, Norman Park, Bromley**  
**21st – Midsummer Motoring Legend, Paddock Wood, Kent**  
**27th/28th – Sandown Park International Collectors Car Fair**  
Tel. Freddy Bannister 0844 201 044

## JULY

Section Meetings: 2nd-N, 5th-CS, 8th-WM, 28th-L  
**4th/5th – 4eme Salon de la Voiture Ancienne**  
**11th/12th – Cavalcade Bexley Show – Tel. 081 303 7777 ext. 3786**  
**12th – Barnsley Metropolitan Vintage Vehicle Rally – Tel. 0226 774 472**  
**11th/14th – Tour of Brittany visits the Normandy Beaches**  
**25th/26th Silverstone International Historic Festival – Tel. 0327 857 271**

## AUGUST

Section Meetings: 2nd-CS & P, 6th-N, 12th-WM, 25th-L  
**21st/23rd – 9th ICCCR, Hernig, Denmark**  
**28th/31st – Tour of Northumbria (TOC)**

## SEPTEMBER

Section Meetings: 3rd-N, 6th-CS, 9th-WM, 29th-L  
**27th – Grand London Autojumble and Classic Car Show, Kempton Park Racecourse**

## OCTOBER

Section Meetings: 1st-N, 4th-CS & P, 14th-WM, 27th-L

**Chairman**  
Roger Dyer,  
Hill Top, Tuckey Grove,  
Send Marsh,  
Woking, Surrey GU23 6JG.

**Treasurer**  
Peter White,  
Byeways Cottage,  
Chalton Musgrove,  
Nr. Wincanton,  
Somerset BA9 8HN.

**Social Secretary**  
Stan Barker,  
Barcus Mead,  
North Ripley,  
Christchurch,  
Dorset BH23 8EP.

**General Secretary**  
Steve Reed,  
1 Terwick Cottage,  
Rogate, Near Petersfield,  
Hampshire GU31 5EG.

**Membership Secretary**  
Peter Riggs,  
2 Appleby Gardens,  
Dunstable, Beds. LU6 3DB.

**Club Spares**  
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"Woodholme", Frithwood,  
Brownshill,  
Stroud, Glous. GL6 8AD.

**Tool Hire**  
Peter Simper,  
215 Whitton Road,  
Twickenham,  
Middlesex TW2 7QZ.

**Standing Committee**  
Phillipe Allison,  
Stan Barker,  
John Gillard,  
Colin Gosling,  
Tony Hodgekiss,  
Martin Nicholson,  
Steve Reed,  
David Shepherd,  
Nigel Webb.

**Club Shop**  
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11 Woodlands Avenue,  
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West Midlands WS5 3LN

**Eastern Area Contact**  
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The Cottage, Harts Lane,  
Ardleigh,  
Nr. Colchester, Essex.

**West Midlands Area Contact**  
Simon Saint,  
Snigs End, Danes Green,  
Clains, Worcester.

**Central Southern Area Contact**  
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"Ladle Cottage",  
11 Fairclose,  
Church Street,  
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**Northern Area Contact**  
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**Honorary Life Members**  
Fred Annells  
David Shepherd

ISSN 0265 0630

# Floating Power

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Volume 17, Number 2

May, Nineteen Hundred and Ninety-Two

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**T**HE EGM has been and gone, not that many people would have noticed. It was decided to hold it in the Midlands to enable our Midland and Northern members to have an easier journey and hopefully swell the ranks. What happened – one extra member from the Midlands. Other members from the North who attended the meeting normally attend when the meeting is in the South anyway. I think that there were a total of 18 members at the meeting including 6 committee members, some of whom sat in the main hall to visually increase the numbers.

From my point of view a number of issues were raised:

- typographical errors; I have been asked to carry out the proof reading of the magazine myself rather than leave it to the printers due to a number of errors in the recent magazines. I will endeavour to set it up for future issues but it has not been possible for this one.
- Annual Rally/Club Shop; it was commented that the Annual Rally was receiving a large amount of publicity, similarly the Club Shop. This is true and perhaps no bad thing, but I will admit that they are being used as space fillers, so if you have any objections write something that I can use to fill the gaps.

On the subject of adverts, the back page is for all Club members and not just the "professionals". There does seem to be a lack of trade in cars and spare parts, is it the depression or is it that members are now hanging onto their assets more than in the past. I seem to be getting as many non Traction as Traction adverts, a situation which I am not too happy about and may in future curtail. The advert page in the magazine is meant for the exchange of cars and spares for Tractions and Rear Wheel Drive vehicles and not for general bric-a-brac.

Thanks to Malcolm Bobbit there is, for me anyway, an interesting item on rear wheel drive Citroens in this issue. A different

aspect to the range being the light commercial derivatives, including a hearse which could take two coffins. Productivity is not new in the motor industry, it was alive and well many years ago with Citroen.

There has been a change in the position of Treasurer of the Club. David Shepherd who, after 14 years in the job since the inception of the Club, is standing down. I along with many other members, I am sure, would like to thank David for all his sterling work over the years. The position of Treasurer is being taken on by Peter White whom I would like to welcome on behalf of all the Club members and wish him the best of luck.

Bearing in mind the technical articles which sometimes appear in this magazine, to my way of thinking not often enough, I must make the following comment. The inclusion of these types of article in the magazine in no way signifies recommendation or concurrence by the Editor or any member of the committee and consequently they accept no liability if things do not go according to plan. Articles are accepted in good faith but it is up to members to assure themselves that they are capable of carrying out such a task and that all is well before the vehicle is driven. The articles are included as a guide and for information, they are not technically approved by a third party, who in any event would not be able to control the quality of work being carried out. So as with most things it is a case of buyer/member beware.

Various events have been added to the diary, they are nothing to do with the TOC but are as a result of circulars sent to the Club and are included purely as information to members.

Two other items of interest – details of the Tour of Cumbria and a precis of the recent committee meeting minutes which will now be hopefully a regular feature to keep members informed of what goes on in committee.

See you all at the Annual Rally.

DAVID GARDNER

# FITTING AN ALTERNATOR

**B**EING a good Christian, I decided that I wanted to avoid hedgehogs (and frogs) that abound on country roads, so I decided to convert my 1951 French built Normale to 12 volts.

As a Sunday mechanic (and you a Christian-Ed) and a Bank Holiday electrician, enquiries had to be made which led me to a B9 dynamo and a regulator box.

1. All that B9 denotes is that the unit is a replacement (or reconditioned) one and does not actually denote a part number. As there are limitations to the effectiveness of a dynamo an alternator was decided upon. Firstly this does away with the regulator box; secondly it is easier to wire up; thirdly it is far more efficient (the pre-occupation of Tractionistes with their horns uses up a lot of current. I eventually ended up with an LRA 100 alternator (found on Mk. I and Mk. II Capri's). However, a dash warning light of between 2 and 3 watts **MUST** be placed between the alternator (small terminal) and the positive feed (ignition).

N.B. Some alternators need the warning light wired to earth hence the inclusion of a part number for the alternator. The coil is a Lucas RPC 101 (replaces DLB 101) – it is a 12v **non-ballasted** one. It appears to run slightly hot, so may be converted or changed to a ballasted system.

2. How to fit the alternator?

Very simple (this also applies

## Advice by Eric Knowles

theoretically to a 12v dynamo and it does away for the need of a cradle). With a hacksaw (and an angle grinder, not essential but extremely useful) two mounting plates need to be made, one for the back and one for the front. The front plate is such that it locks onto the bell housing and also acts as the mount for the tensioner bar to fit to. The back plate, if cut precisely (and this is slightly trickier for the Sunday mechanic) will also lock into place.

3. The alternator spindle is smaller than the pulley wheel from the 6v dynamo. A trip to my local Lucas dealer (Simpson's of Mansfield) produced an adaptor and (power steering?) pulley of roughly the right width and size.

N.B. The alternator is turning at 1650 r.p.m. (3 x speed of crankshaft – 550 r.p.m.) which causes the alternator light to flicker. Modern cars idle at 600-650 r.p.m. therefore giving an alternator idle of 1800-1950 r.p.m. A slight increase in revs extinguishes the light.

4. As the regulator part of the alternator is at the back of the unit it sits very close to the exhaust pipe and manifold. A heat shield considerably larger than the existing one is necessary. Again hacksaw and angle grinder with a piece of asbestos (sacre bleu – asbestos!!) fitted to the shield on the alternator side. The asbestos is available from a plumber's merchant as a flexible mat. This is cut to fit the shield and riveted on.

N.B. it took me a good few hours

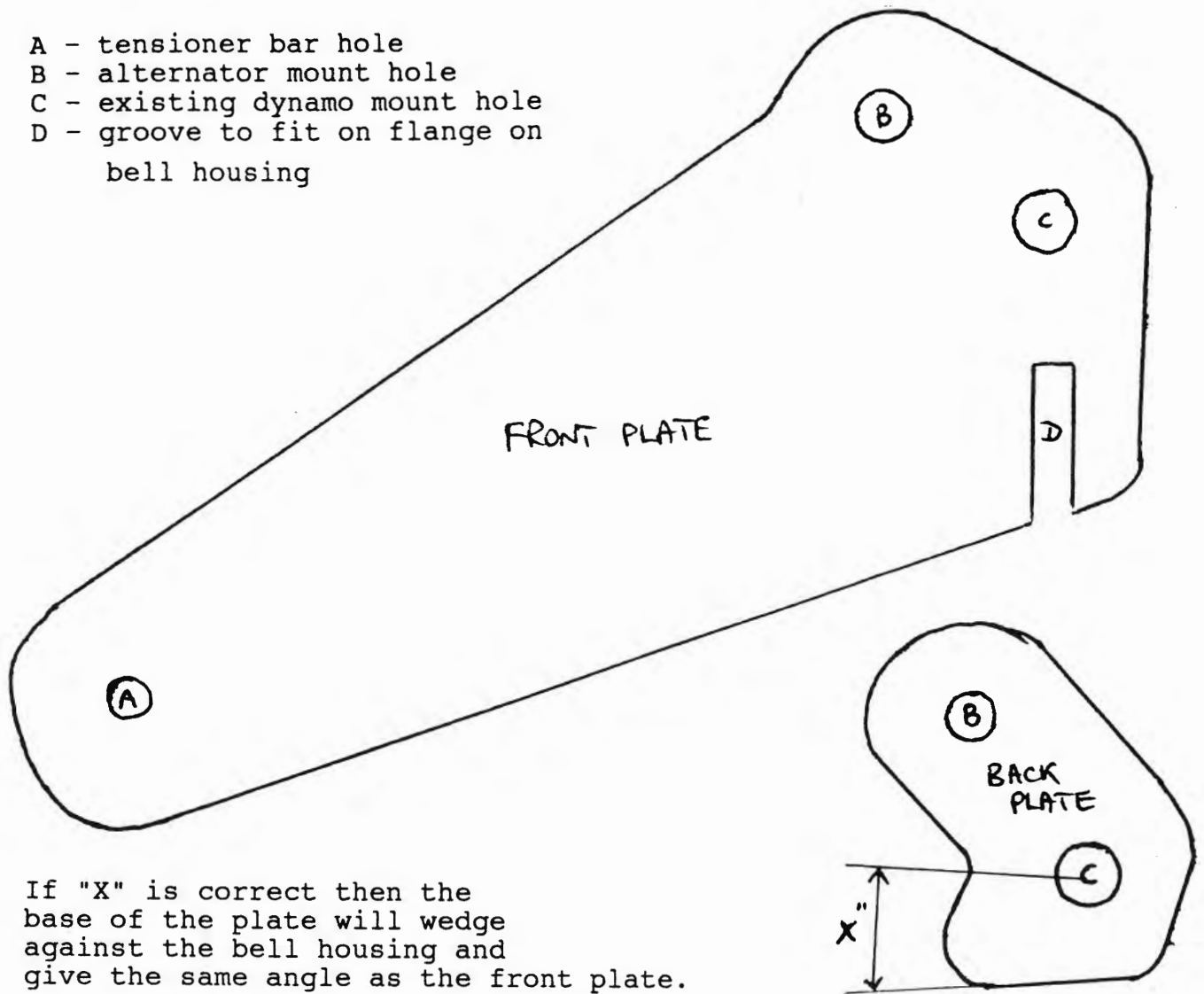
to make the shield and is just a question of trial and error, headscratching, bending and cutting, sawing and grinding till a shield of maximum size available for the space was fabricated. The alternator plug has to be put in before the heat shield is assembled because of the lack of space, but the shield is so efficient that at normal running temperatures (and above) virtually no heat comes through from the exhaust side.

5. The starter motor – just use the 6v one but avoid cranking over for long periods of time – I tend to use the starting handle whenever I can – looks impressive (especially in the rain-Ed).

6. Headlamps – headlamp bulbs are easily converted to fit the existing mounts. The two contact plates at the back of the mount are removed, the round base plate of the 12v bulb is snipped away and the bulb casing on the 12v bulb filed all the way round, 12v ones are a fraction larger than the 6v ones and once filed push in snugly. An ordinary headlamp snap connector is then used. (A small hole can be drilled and split pinned in the plastic mount to pass through one of the holes in the tag). The bulb then sits at the correct distance from the glass and there is no chance of it falling out.

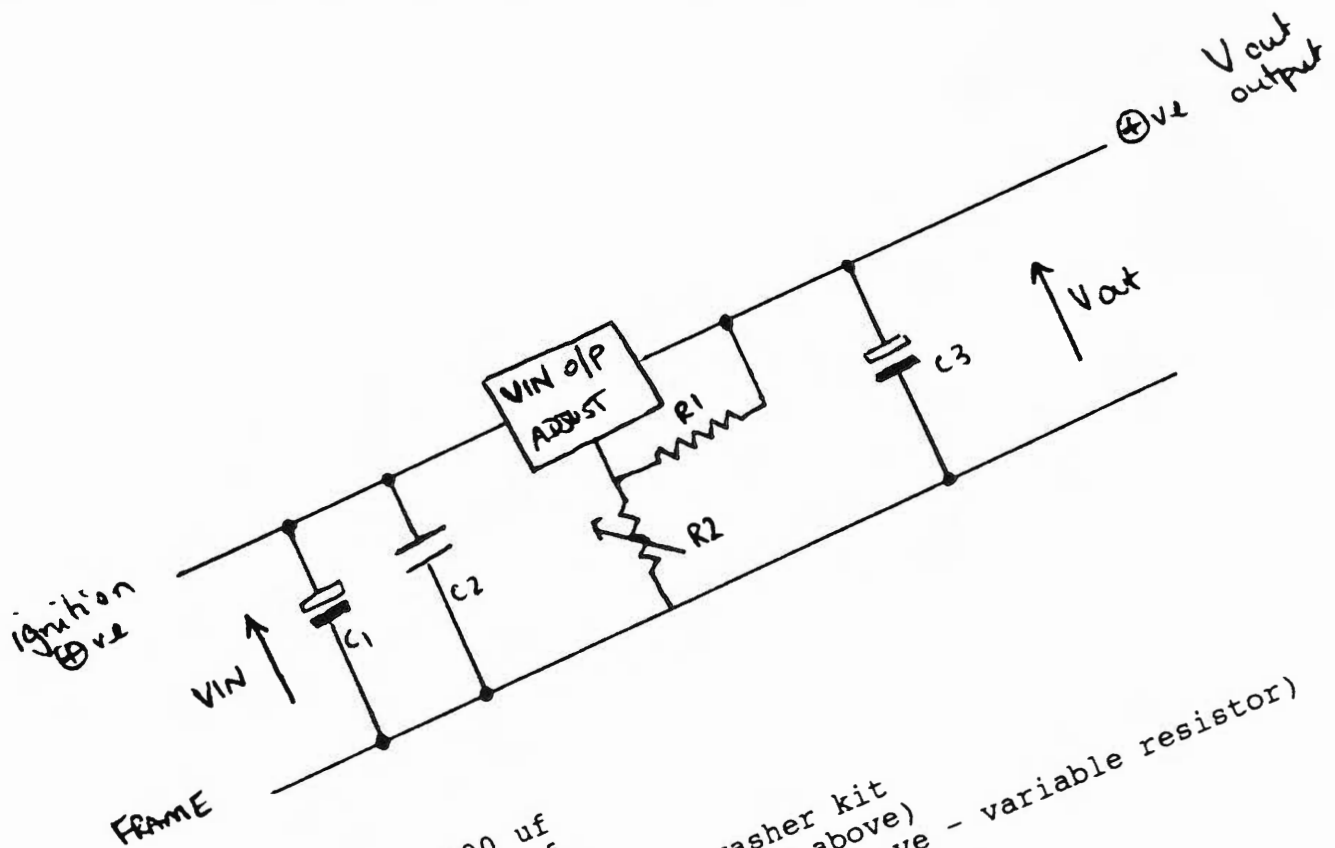
*Continued on Pages 5 and 6*

- A - tensioner bar hole
- B - alternator mount hole
- C - existing dynamo mount hole
- D - groove to fit on flange on bell housing



If "X" is correct then the base of the plate will wedge against the bell housing and give the same angle as the front plate.

These are the actual sizes on my vehicle. If the front plate is deemed not strong enough it can be strengthened with a brace welded along the front (but using the original tensioner bar cut down, there is very little flexing on the whole assembly).



- 1 x C1 - 10,000 uf
- 1 x C2 - 100 nf
- 1 x C3 - 1 uf
- 1 x LM 338K + insulating washer kit
- 1 x R1 - 240 ohm (.25 watt or above)
- 1 x R2 - 1000 ohm (.25 watt or above - variable resistor)

7. Side lights (front) need to be earthed as the only existing earth is through the headlight fitting bolt.

8. Indicators and rear side/tail lights are from Land-Rovers (as is the number plate light). A dash mounted indicator switch was obtained from a breakers (old coaches and buses possess one, but they tend to be a bit bulky). A two pin heavy duty flasher unit was bought. However:  $P$  (watts) =  $I$  (current) x  $V$  (volts).

As long as two indicator bulbs (12v) are used on either side the original unit can be used:

one 6v bulb:-

$$I = 21/6 = 3.5 \text{ amps}$$

two 12v bulbs:-

$$I = 42/12 = 3.5 \text{ amps}$$

I have been assured that the 6v flasher unit will cope but I haven't gone bald for nothing!!

9. Windscreen wiper. A 12v top mounted windscreen wiper appears to be unavailable. A simple way of reducing from 12v to 6v is to insert a 6v headlight in series and paint it black or hide it, below is a wiring diagram that the average Tractioniste should be able to construct.

R2 is a pot or potentiometer, to the uninitiated a fancy volume control whose function is to vary the voltage from 2v to 8v thereby creating a fully variable windscreen wiper speed of nil (English conversions only - French conversions backwards) to going like the clappers (forwards only). LM338K is a power transistor, don't ask me what is inside it - suffice to say it produces a reasonable quantity of heat and *has*

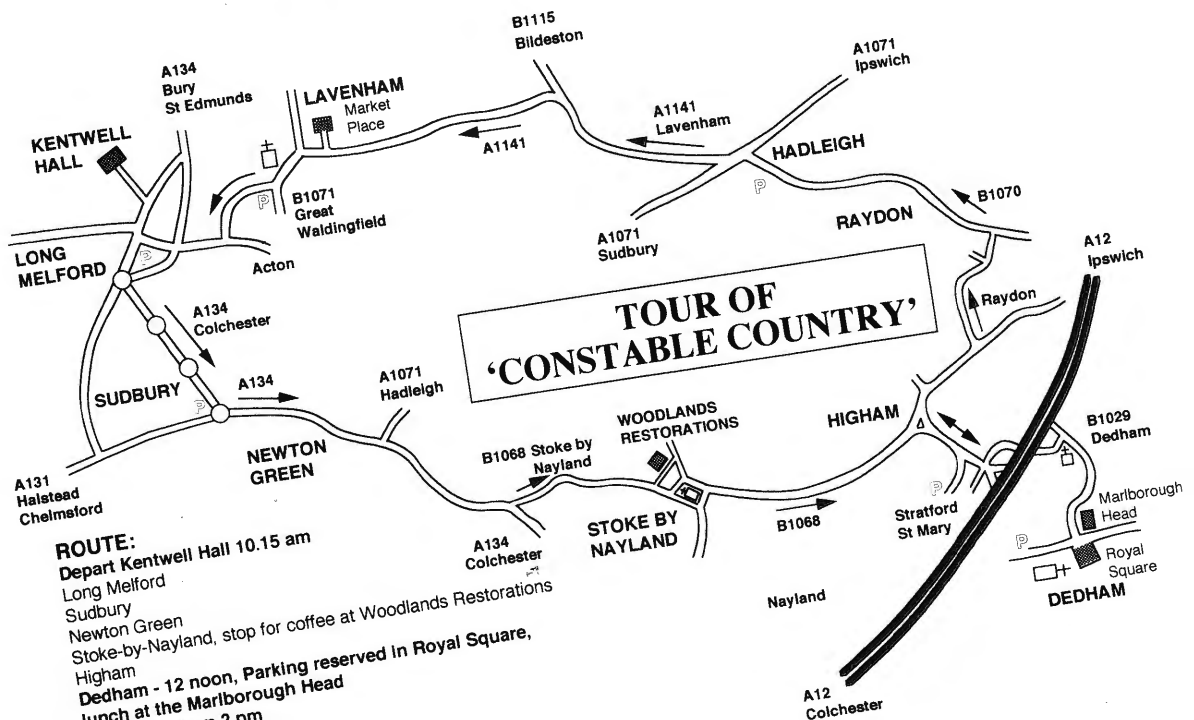
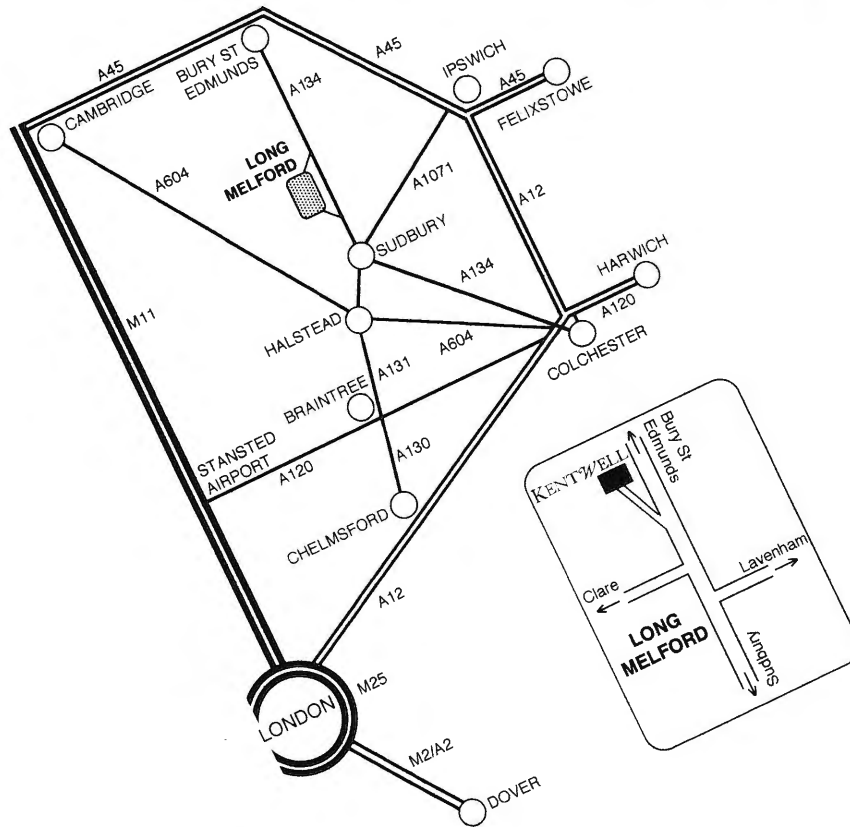
to be mounted on a heat sink in the dry. I've located mine on the bulkhead inside the car behind the glovebox.

I discovered that since new the driver's seat has been incorrectly assembled. When one is long every millimetre counts and I found that the seat ratchet had been put together in such a way that the furthest notch could not be used. Anyone else found this? Happily it now goes all the way back.

Eric Knowles

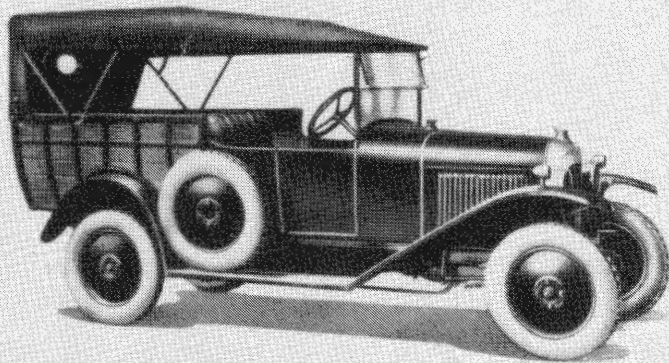
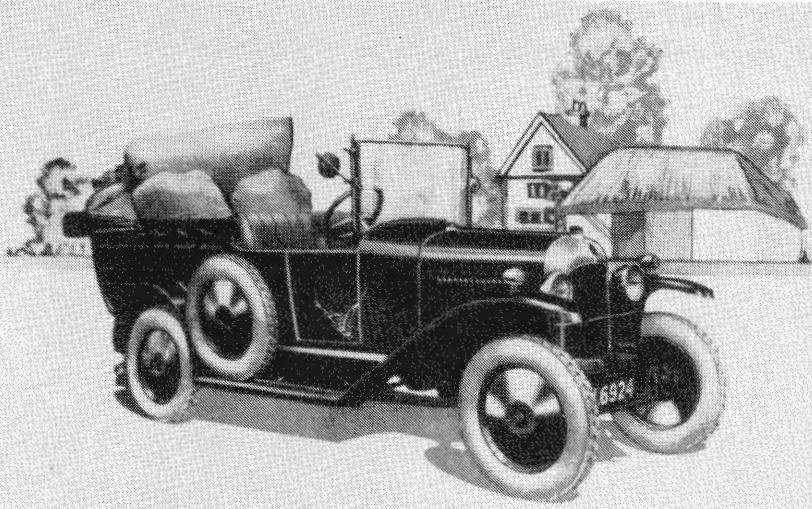
# THE ANNUAL RALLY

## HOW TO GET THERE AND THE TOUR ON SATURDAY



**ROUTE:**  
 Depart Kentwell Hall 10.15 am  
 Long Melford  
 Sudbury  
 Newton Green  
 Stoke-by-Nayland, stop for coffee at Woodlands Restorations  
 Higham  
 Dedham - 12 noon, Parking reserved in Royal Square,  
 lunch at the Marlborough Head  
 Depart Dedham 2 pm  
 Higham  
 Raydon  
 Hadleigh  
 Lavenham - 3 pm, Parking reserved in Market Place

Ⓟ - Petrol Station

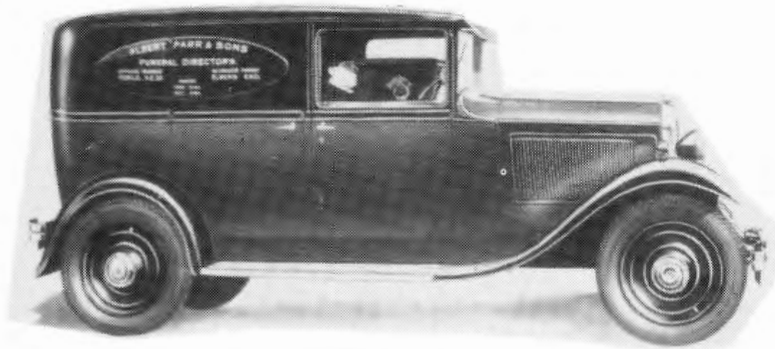


**11.4 h.p. FARMER'S WAGON**  
 ("Normandy" Type)

**11.4 h.p. Deliver**  
 ideal van for large busi-  
 tradesmen. Load-capacity  
 of approximately 7 cwt.

**11.4 h.p. Farmer's**  
 "Normandy" Type). A small  
 with a new type of engine  
 designed for carrying  
 and similar goods. It  
 appeal to Dairy-men,  
 and Market Gardeners.  
 eggs, vegetables and similar  
 goods must reach market  
 a minimum of delay.  
 capacity approximately

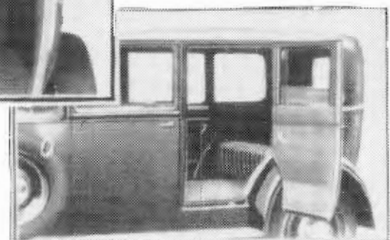
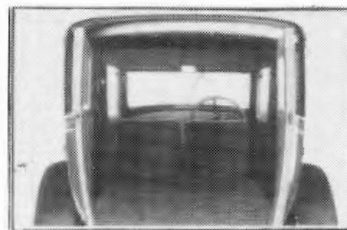
Citroën Vans are used  
 of their low first cost  
 with unequalled  
 petrol consumption  
 costs. *Do not use  
 to carry a 7-cwt.*



**A Most Ingenious  
 Dual-Purpose Car**

**T**HE Citroën Traveller's  
 Brougham in its normal  
 form is a dual-purpose  
 vehicle easily converted (by  
 removing the rear and side  
 squabs and rear seat), from  
 a comfortable passenger  
 saloon of normal appearance  
 into a commodious light van.

**W**HEN used as a van, suitable space is  
 available for carrying coffins and similar  
 material. As a saloon, this model can be  
 utilised as an imposing addition to your  
 funeral hire fleet, or as a private car for  
 personal use.



*Illustrations show the  
 Brougham as a van  
 and as a normal  
 saloon*

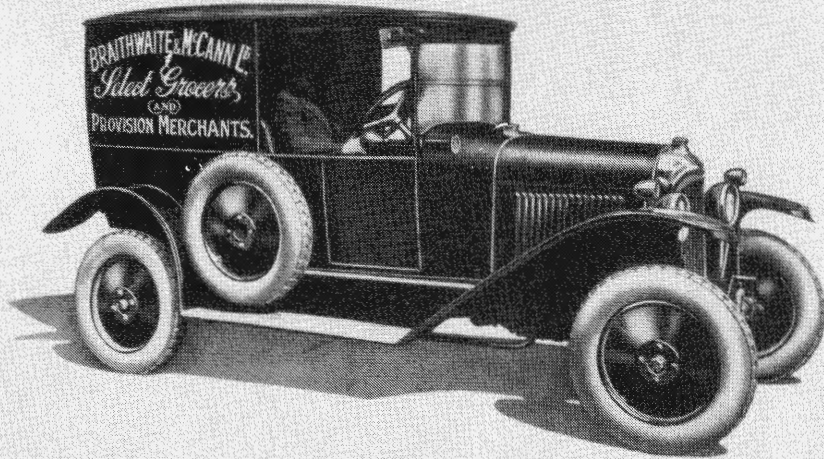
**THIS VEHICLE WILL**



**Delivery Van.** The  
 businesses and small  
 load-carrying capacity  
 7 cwt.

**Farmer's Wagon** ("Nor-  
 A small efficient van  
 of body specially  
 carrying farm produce  
 It will especially  
 men; Poultry Farmers  
 gardeners, whose milk,  
 and similar perishable  
 h market towns with  
 delay. Load-carrying  
 nately 7 cwt.

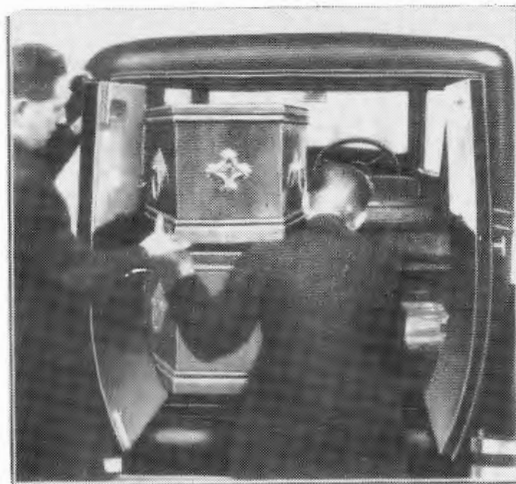
are unique because  
 first cost, combined  
 lled economy of  
 aption and running  
 ot use a 2-ton lorry  
 7 cwt. load.



11.4 h.p. DELIVERY VAN

**AN IDEAL 'HANDY' FOR YOUR BUSINESS**

**T**HE photograph below shows the Citroën Traveller's Brougham in actual use by a well-known firm of funeral directors, who find it of the utmost value for economical transport. It has been specially and inexpensively fitted as a 'handy' to carry two coffins and two passengers in addition to the driver. Double opening doors at the rear provide immediate access to the interior. Detachable panels for advertising the owner's name are supplied.



Traveller's Brougham **£245**  
 (Convertible Saloon).

*This model is very suitable for conversion 'handy' to suit customer's own requirements.*



WILL SUIT YOUR BUSINESS

# TRACTION ARRIERE AN IDEAL "HANDY" FOR YOUR BUSINESS

**C**ITROEN'S vehicles utilitaires have managed to hide away under the umbrella of the company's somewhat boldly imaged cars but, nevertheless, have untiringly served the business market from their shadowed position. From the earliest days of production André Citroën realised the potential of the commercial market exploiting and promoting it to the extent of forming Le Societé des Taxis Citroën in 1925 and later, in 1931, Le Societé des Transports Citroën.

Commercial vehicle production can be traced back as far as 1919 when the simple Voiture de Livraison appeared in the catalogue alongside the Type A. It was not, however, until the following year that the first true utility bearing the Double Chevron was marketed as a package complete with rigid bodywork and decals on the van sides.

With the introduction of the B2, Citroën's commercial vehicle market took on a major expansion programme. Substantial, practical and neatly packaged-up in an attractive design, the B2 became a favourite with vehicle purchasers. Whether in Normande format – in Britain this was known as the farmer's wagon – ambulance, fire engine or cammionette, Citroën's

little B2 became a familiar sight and it is surprising how many vehicles have survived to the present day.

The B2's success could be measured by its fashionableness. Such revered companies as Galeries Lafayette, chapelier Delion and chaussures Berthelot grasped the opportunity to display their name upon delivery vans they had purchased from Citroën.

No doubt inspired by the success of the 10 h.p. car, Citroën published a courageous brochure for their 11.4 h.p. commercials aimed at the British market. This demonstrated the range of vehicles available proclaiming 150,000 Citroëns in service and an output of 300 cars per day. Until the Citroën appeared in the United Kingdom, foreign competition was restricted generally to Unic, Fiat, Peugeot and Renault whilst Ford represented the American business. Citroën benefited from mass production methods and resulted in a product that was relatively cheap and robust whilst identifiably nearest to the rather beloved Morris.

In all respects the 11.4 h.p. commercial as available in Britain was virtually identical to the B2. Of 7 cwt. capacity it was available either as a farmer's wagon or a delivery van and received the same high standard

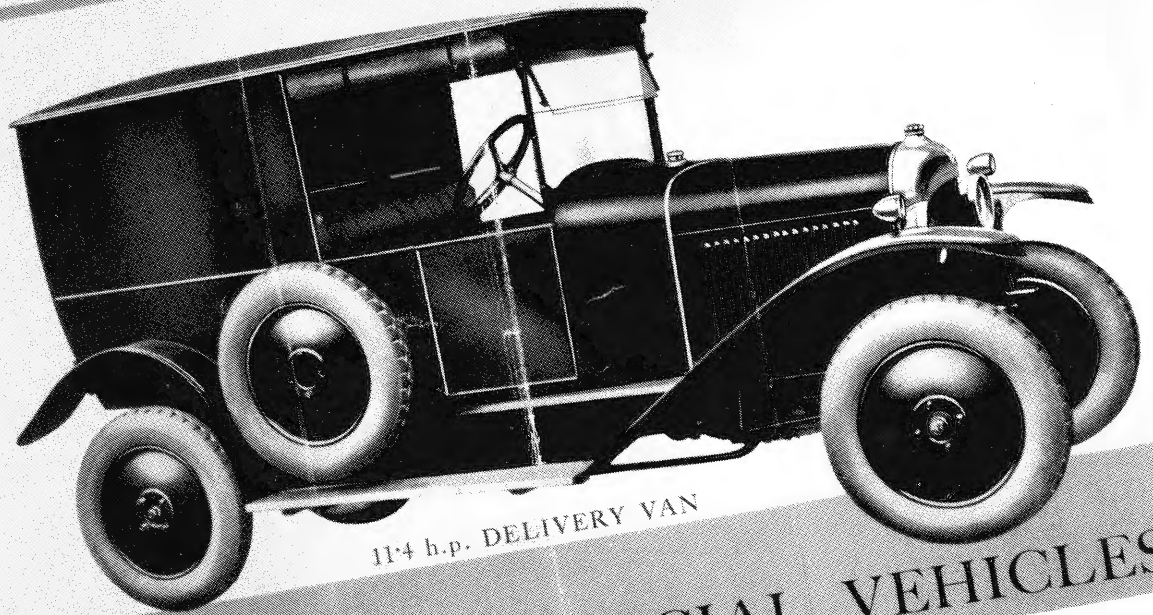
of finish and equipment as the cars. Marketed as a utility vehicle the features between the car and the commercial naturally did vary: a partition separated the driver from the load area, double doors were fitted to the rear of the van and side flaps could be rolled down to protect the driver and passenger in bad weather.

The popularity of the Citroën motor car in Britain gave the commercial vehicles a chance to be seriously considered and 'Commercial Motor' magazine which had already given positive reviews of the French product likewise provided favourable information for imported vehicles.

As the B2 gave way to the B12 and the 'tout-acier' – all-steel construction, so the capacity of Citroën's utilities extended. The B14 appeared with payloads of 500kg increasing to 1000kg on a strengthened platform, redesignated B15. With the breakthrough of the one-tonne capacity, Citroën were able to offer true competition in heavy transport.

Full potential of Citroën's utility vehicles using multi-payloads, chassis constructions and drive trains was only recognised when the C4 and C6 models were introduced. Two-tonne

THE BEST TESTIMONIAL — 150,000 CITROËNS IN SERVICE



11.4 h.p. DELIVERY VAN

CITROËN COMMERCIAL VEHICLES

lorries, tractor units and passenger coaches were not discussed here, they deserve further particular examination; in 500kg, 800kg and 1000kg payloads body variations and utility purposes were extensive. From delivery van to voiture de pompiers, ambulance to depanneuse, pick-up to la conduite commerciale, Citroën fulfilled practically every commercial and industrial requirement.

Citroën's Slough works took on the incentive shown by Javel to promote the C4 and C6 and produced a handsome catalogue detailing the extensive range available. Aimed at the smaller business the traveller's brougham and 25cwt van provided a reliable and popular alternative to the commercial market.

Never slow to see a niche in the market, Citroën even catered for the dearly departed in promoting vehicles for the funeral trade. The company produced a specially prepared brochure for undertakers

demonstrating the usefulness and practicability of the traveller's brougham, otherwise known as the convertible saloon due to the ease in which the vehicle could be transformed from a well-equipped saloon car to a light van.

Shown in the service of Albert Parr and Sons, funeral directors of Elmers End, south London, the brochure graphically details the flexibility of the traveller's brougham turning it from a roomy four-seater saloon to carrying two coffins and two passengers as well as the driver. As for a hearse, that could no doubt be arranged . . .

MALCOLM BOBBITT

# “IN COMMITTEE”

with **MARTIN NICHOLSON**

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**I**T WAS decided at a recent Committee Meeting that Club Members ought to be given a bit more information on what goes on behind what some regard as the ‘closed doors’ of the Committee Room. Of course the doors are not closed and as all Members will know, any person wishing to stand for Committee may put themselves forward for election to the same at any AGM. The current Committee Members will no doubt look forward to the flood of applications later this year!

You will be aware that a list of Committee Members is published in every edition of *Floating Power*. The present Committee meet monthly, again at the present time, the meetings are generally held in the Chairman’s office near Heathrow Airport. The reason for this venue is the convenience of the present members, not because the Committee has to be in the London area. Indeed it is interesting to note that the present team come from areas extending from Gloucestershire to Kent, and from the New Forest to the West Midlands and in consequence some travel a great distance to attend the meetings.

Anyway, that’s enough of the Prologue, so best beloved, if you’re sitting comfortably, I’ll begin!

This present report covers the March and April meetings of 1992. Members will be aware of the problems that the Club has had regarding the Accounts and it was resolved, under the heading of ‘Treasurer’s Report’, to explain the situation to all Club Members at the EGM, to be held on 26th April, and endeavour to have the accounts approved.

The Editor reported that he was short of copy for the mag to be published in May, (so if you are reading this, how about putting pen to paper and seeing your name in print in the next issue). Members were also reminded about the FREE

advertising service in the ‘Classified’ section of the mag, where you can dispose of all those unwanted Type 22s, partly restored Roadsters, and any other such Traction oriented material. (Come to think of it, if you do have any of the former two items, phone me first!!).

Socially, many forthcoming events were mentioned, but as details always appear inside the front cover of *FP*, I won’t mention them again here. The good news is that two new TOC sections have been formed in recent months, one in N. Ireland and one in the Peak District; details of the new area representatives appear at the front of this magazine. The TOC will be appearing at the NEC Classic Car Show later this year despite the problem with the size of the stand last time. We hope for bigger and better things next time! Details were available for the Tour of Northumbria (and should be contained within this mag!).

On the Spares side, the annual ‘stock take’ had been carried out, we have Spares with a value of £21,380.00, so start spending some money! We are having a delay problem with the ‘lead free’ heads, the present manufacturer is unable to fit phosphor bronze valve guides. Further research is being carried out.

A good number of deposits had been received for the Crown Wheel and Pinions and members will be kept advised of the likely delivery date. Discussions were also taking place regarding the sale of these units in France, but members may rest assured that the best price for TOC members will always be direct from the TOC. Various samples of cast brass fittings were being manufactured and if the quality is good enough orders will be placed. Watch this Space! A large order of gaskets is being collected from France, so by now Dennis Ryland may have the one you were missing!

Under AOB several members had requested Membership Lists. After a

long discussion the following was decided:

- 1) The club will issue membership lists to Committee Members and Area Reps only.
- 2) The contents of the list are not to be issued or otherwise divulged by the above named Officers.
- 3) If members feel that a particular area is not being adequately ‘covered’ by the club, providing sufficient members in that area are interested, a ‘club area’ may be formed.
- 4) We must ensure that we comply with the conditions of the Data Protection Act.

It was suggested that the Club should keep a list of Members cars, not just for information purposes, but in case of theft. It was agreed that we should publish a precis of the Committee Minutes in *FP*, which is why you are reading this item!

Two additional items to be considered at the EGM, as well as the accounts, were that of the Auditors and the Treasurer. Roger Dyer, our Chairman, also reminded the Club that he still wishes to resign from the Chair, as soon as someone is found to replace him. We are still open to offers!!

Well, that’s about it to date, but if you have any comments on these minutes, or the way the Club is being run, feel free to write to the Committee via the Secretary and let us know. Also, if you know of any manufacturer, supplier or whatever of products which could help preserve your Traction (apart from embalming fluid!), again let us know. The brass fittings mentioned above are an example. We would hate to get into a position when say, having spent an enormous amount of time on the Crown Wheel & Pinions, someone casually remarks that he knew someone who could probably have ‘done them cheaper’.

Remember, the Helpline is only a phone call away!!

## CORRESPONDENCE

Dear David,

There must be a number of TOC members who, like me, imported a Traction into this country several years ago and who, thanks to the intransigence of the Department of Transport, found themselves saddled with a "suffix" registration mark, related to the year of importation rather than the year of manufacture of the car.

I, for one, have always felt aggrieved by the DoT's refusal to budge on the matter. Despite my protestations to the DVLA at Swansea I was assured that there was no way that my car's registration, once issued, could be changed, short of purchasing a "cherished" registration at great expense. I therefore had no alternative but to accept the situation and I became very fond of MFL 913W over the years.

Last year you published a couple of articles by the Federation of British Historic Vehicle Clubs concerning the re-allocation of "lost" registration numbers which re-awakened my interest in the subject.

However, my correspondence with the Federation's Secretary, whilst offering me a glimmer of hope of future relaxation of the DVLA's stance, made it quite clear that they would be too busy sorting out queries about more pressing matters to have time to deal with my problem - I let the matter drop again!

Last month I took my car to be resprayed and was told by one of the restorers that he understood that the DVLA had just relaxed its previous policy regarding age related numbers. I wrote to the DVLA but was informed I must take up the matter with my local Vehicle Registration Office (Peterborough in my case). Supporting documentation was required, including the registration document, tax disc, test certificate and the car's original "Certificate d'Immatriculation," which gave the car's chassis number. I also sent a copy page from 'Les Traction Avant' which listed chassis numbers against years of manufacture. Finally an

inspection of the car was required, to verify the chassis number etc.

That done, surprise, surprise, a new registration mark (non-transferable) was issued at no cost! The whole process from the date of my original letter to the DVLA at Swansea had taken less than one month.

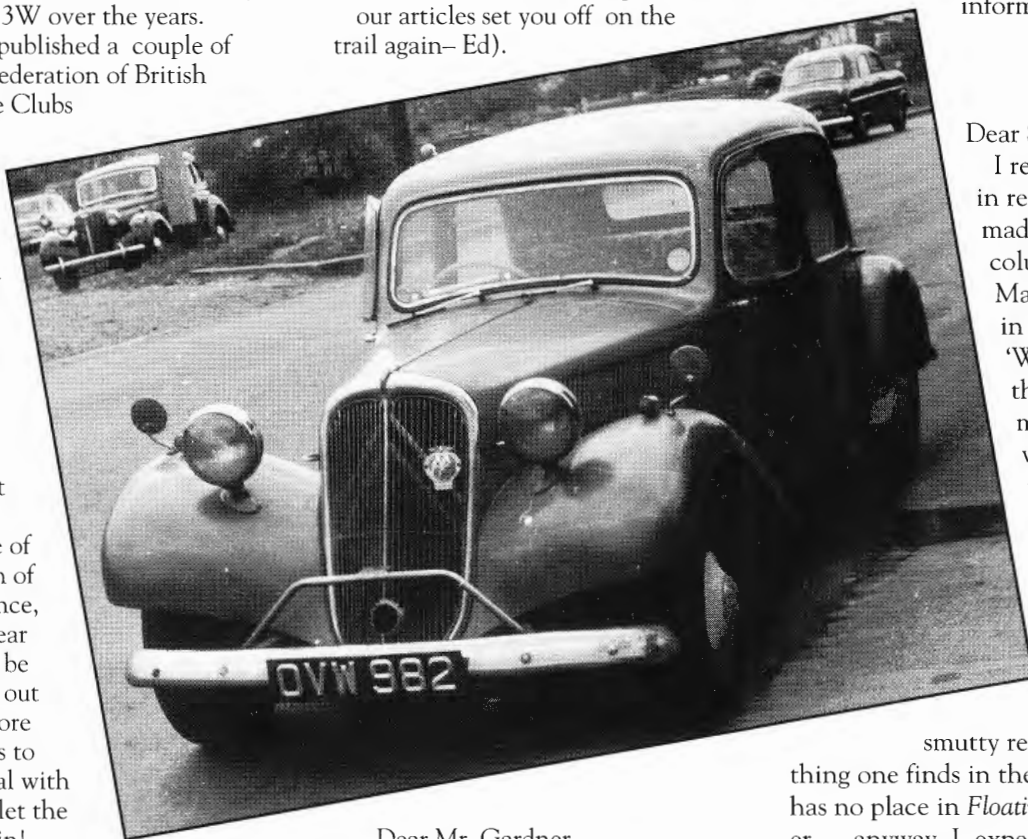
So after 11 years my MFL 913W becomes NSK 874 - a fitting 40th birthday present for the car along with the respray.

I write this letter to inform any other members in a similar position to myself that the way is now clear to reinforce the authenticity of their cars and I urge them to do so!

Yours Sincerely,

**Mick Thurman, Cambridge.**

(This is good news, I am pleased that our articles set you off on the trail again - Ed).



Dear Mr. Gardner,

I enclose a photo of my uncle's Light 15 taken in the late 50's. My uncle apparently had a reputation in the family for being a 'gadget man' and looking at his car one can certainly see how he acquired it!

It's fitted with wind deflectors, a screen heater and a rather wonderful 'nerf bar' I suppose one could call it. I wonder if the cranked chrome bar referred to in Michael Wood's article about native Irish cars could be something similar, rather than an extra brace for the wings

Yours faithfully,

**Dante Mansi, London N8.**

Dear Stan,

May I formally invite all TOC members to attend our Annual Summer Rally at Huntingdon Racecourse over the weekend of 3rd/5th July, 1992.

I will let you have further details shortly, or you may crib them from the 'Citroenian.'

We are arranging parking by model this year so all the Traction's will be able to line up together.

Perhaps you could arrange for the date to be publicised in the 'Floating Power'.

With best wishes,

**Brian Drummond,**  
Rally Co-ordinator

P.S. Some preliminary information is enclosed.  
See Club News.

Dear Sir,

I really must protest in respect of a remark made by your columnist . . . er . . . Malcolm Nettlerash in his article 'Wessex Tour' in the February magazine. This was to the effect that those who spend a lot of time in H Vans suffer from . . . er . . . senile . . . er . . . what's it called.

This kind of smutty remark is the sort of thing one finds in the *Citroenian*, and has no place in *Floating Power*. So . . . er . . . anyway I expect you to do something about it or I shall write to er . . . someone very important on your committee . . . er . . . like Sam Baxter.

Therefore it is with great pleasure that I declare this Fete well and truly open, and tea and buns will be served in the . . . er . . . anteroom.

Hoping this leaves you as it finds me.

Yours sincerely,

**Confused,**  
Shadey Pines  
Residential Home.

P.S. The weather is marvellous, but there's too much garlic in the food.

# CLUB NEWS

## PEAK SECTION FUTURE MEETINGS

Congratulations to Bev and John Oates for organising another Section Venue. It is a lunch-time meeting at a pub called the Bull I'Th'Thorn which is located on the A515 six miles South of Buxton going towards Ashbourne. The dates for the meetings are as follows:

28th June (to avoid the CCC Annual Rally)

2nd August, 4th October and 6th December.

The aim is to meet the first Sunday every even month (exception being June) from 12.00 noon onwards. Other events may be organised in the odd months. For further details contact Bev or John Oates on 0298 78473.

## CCC ANNUAL SUMMER RALLY 3rd-5th JULY

### INFORMATION UPDATE

Since we held our Annual Rally at Huntingdon Racecourse in 1988 a considerable amount of refurbishment has taken place on the facilities, but the main difference this year will be that nearly all the activities will be taking place in the centre of the Racecourse, which will give us much more room to accommodate our ever increasing number of members attending.

**DAY VISITORS** – On the Saturday and Sunday, members will be parked by model, as the general consensus of opinion seemed to be in favour of this idea and it will make it easier for members to compare notes as well as giving the photographers the opportunity of some interesting shots. Those of you unfortunate enough to arrive without your Citroën will be asked to park separately.

**CAMPING AND CARAVANNING** – There will ample room for camping with toilets and washing facilities, but no mains 'hook up' services will be available for caravans. There will be an 11 p.m. curfew on vehicle movement and there should be no

undue noise or nuisance caused to other campers. Those arriving or returning to the campsite after 11 p.m. will be asked to park outside the main camping area overnight. A milk delivery is being arranged.

**WHAT IT WILL COST** – To help cover the considerable costs of putting on this event, all those attending the Rally will be asked to pay the sum of £3.00 per car per day on the Saturday and Sunday and in addition Campers and Caravanners will be charged £3.00 per unit per night on the Friday and Saturday, but may stay on the Thursday and Sunday nights free of charge.

**EATS AND DRINKS** – A bar will be open on Friday and Saturday evenings and lunch-times on Saturday and Sunday. Tea, coffee and soft drinks will also be available at all times. Hot and cold food will be available with plenty of chips for the kids. Cooked breakfasts will also be available for the campers and early arrivals on Saturday and Sunday mornings. All at very reasonable prices.

**EVENTS** – A full list of events will be published next month, but to whet your appetites – There will be an event to test your manoeuvring skills, fun gymkhana events and hopefully more attractions which will be announced later. It has been decided not to hold an overall Concours type event this year, but all the model columnists in the Citroënian have been asked, with your help, to plan an individual competition or display for each model. Watch your model column for further details and don't forget to offer your help.



## NEW MEMBERS LIST, MAY 1992

1059	J. Farrington, Co. Kildare	1077	M. S. Pitcher, Colchester
1060	R. G. Hutton, Southampton	1078	J. L. Emery, Stoke on Trent
1061	D. Allen, Burford, USA	1079	E. Simon, New Orleans, USA
1062	A. B. Thompson, Hove	1080	A. E. Haynes, High Wycombe
1063	B. Walker, Reading	1081	C. P. Meeson, Ilkeston
1064	A. Yates, Montreal du Gers, France	1082	J. M. Royston, Selly Oak
1065	P. Maloney-Bellew, Liverpool	1083	D. L. Bayer, Sausalito, USA
1066	T. Allen, Puttenham	1084	G. Smith, Okehampton
1067	N. W. D. Thompson, Brighton	1085	J. B. Worthing, Ludlow
1068	D. J. Diamond, Coventry	1086	J. R. Redgrave, Hull
1069	Dr. Rogers, Glasgow	1087	C. R. A. Fee, Co. Armagh
1070	D. E. Harvey, Peoria, USA	1088	T. J. P. Barnes, Sunbury
1071	R. L. Graham, Bristol	1089	P. G. Wiltshire, Chelmsford
1072	S. J. Hawes, London SE13	1090	L. Bulger, Buellton, USA
1073	R. Graham, Berwick	1091	C. J. Nicholls, Totnes
1074	P. A. Tyson, Windermere	1092	M. J. Holmes, Nottingham
1075	P. J. Lefloch, Guernsey	1093	J. W. Griffiths, Cannock
1076	C. A. Calvert, Lytham	1094	S. Scotland, London SW11
		1095	N. O. E. Witt, Farnham

## Classified

### For Sale

Traction Big 6 Driveshafts  
CV outer joint with new UJ to gearbox. Fitting as original drive shafts to the Bibax joint. No exchange parts, 20% more steering lock available. Tested to destruction by Hardy Spicer, £1,300 a pair. Derek Fisher, 59 Prior Park Road, Bath, Avon, BA2 4NF. Tel. 0225 429 533.

### For Sale (trade)

Import your Citroen directly from France. French cars at French prices. Enquiries Ton Smulders. Also for sale, a set of 5 Pilote wheels in very good condition. Ton Smulder, Le Bohat, 56370, Sarzeau, France. Tel. 010-33 97 41 78 68.

### To Let

French Holiday Cottage, Loire Chateau area, sleeps 4, all amenities. From £75 weekly. Phone Stephen Berry, 0204 493 299 (Club Member).

## Classified

### For Sale

Light 15, Slough built, small boot, 1948 Black, sunshine roof. For restoration, complete and running, some work already done. Rewired, new clutch, new drums, new hubs, £2,500 or near offer. Kevin Scully 0491 872 802.

### For Sale

Light grey headlining for post 1950 Normale 11B, made by Christine Madeira. Brand new, half price at £40.

### Wanted

One or a pair of Marchal or Cibie fog lamps and bumper mounted horns. Phone Peter Glover 0742 306 363.

### For Sale

H-Van (1961) with camper conversion, runner but not taxed or MoT'd. Has been used for five years, would make a good project with plenty of t.l.c., £700. Tel. C. Bradley 0473 259 2223.

## Classified

### Wanted (Trade)

I have a Canadian customer who has retained me to locate a Light 15 for him, large boot '53, original car, Slough built, but would prefer - not require - LHD. He has funds and desire for a nice car. I would welcome responses from owners of available TA's in the TOC. Tel. David Allen USA 404 932 2864

## Classified

### For Sale

Genuine Citroen roof rack to fit GS or CX estate, £40. Phone M. Thurman 0223 880 549.



**HELPLINE**

"TOC CLUB HELPLINE"  
0425 74476 (Answerphone)

When phoning give:  
1. Full name. 2. Phone number.  
3. Brief description of subject matter on which information is required.

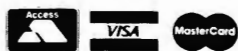
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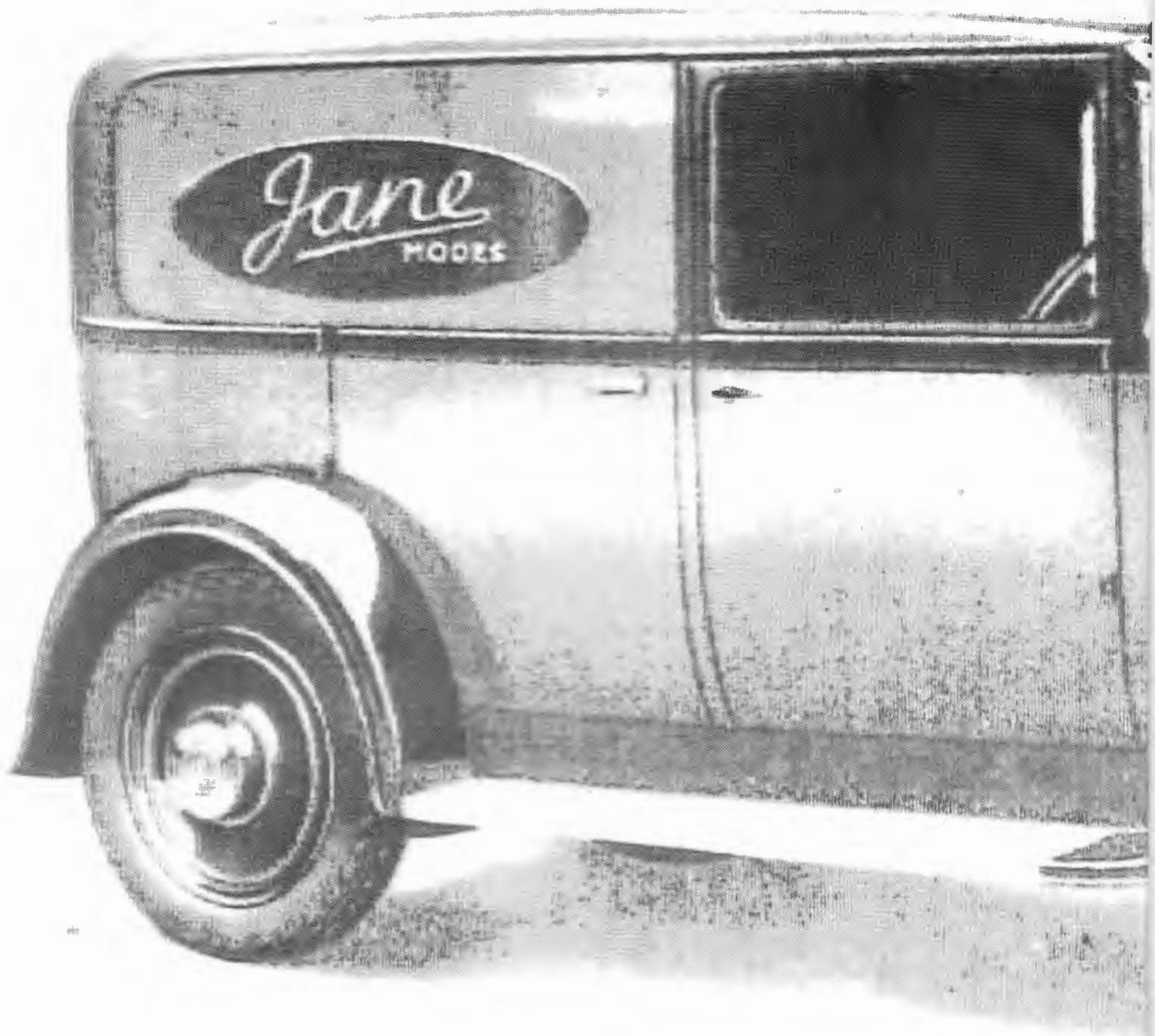
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